

TOPIC ~~CONFIDENTIAL~~ Construction Progress of the Southern Berlin Outer Freight Ring

EVALUATION 25X1 [REDACTED] PLACE OBTAINED [REDACTED] 25X1

DATE OF CONTENT see below

DATE OBTAINED [REDACTED] 25X1 DATE PREPARED 10 August 1951

REFERENCES [REDACTED] 25X1

PAGES 3 ENCLOSURES (NO. & TYPE) 3 sketches on ditto

REMARKS

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1. The scheduled completion date for the entire Southern Berlin Outer Freight Ring (SAR) was 1 July 1951. (1) The bridge at the branch-off point of Kanne near Gruenau (N 53/Z 93) has been completed. Its span is less than 50 meters and is designed for an axle load of 20 tons.
2. The entire southern section of the Berlin Outer Freight Ring (SAR) is to be double-tracked. The second track is to be laid after completion of the first track. The Diedersdorf (N 53/Z 83) railroad station will be provided with six tracks and two platforms. (2)
3. The railroad bridge at the western beginning of the SAR will be large enough to carry both the double tracks of the SAR and the single-track link to the Dessau line. (3) The construction of another rail link between the link to the Dessau and the Berlin-Halle trunk line at a point southwest of the railroad overpass is planned. The course of this link has not yet been fixed. The rail link under construction southeast of the overpass joins the Berlin-Halle trunk line at the Ludwigsfelde railroad station.

4. Between 10 and 16 May 1951, it was ascertained [REDACTED] 25X1  
[REDACTED] that the scheduled completion date for the double-track SAR was 10 July 1951. The Ludwigsfelde (N 53/Z 72) - Schoenefeld (N 53/Z 93) section may be completed on time since rails and ties are available in adequate quantities. However, it appears doubtful if this target date can be met for the Schoenefeld-Teltow Canal section. (1) Work on the construction of the roadbed has begun on the section between the Teltow Canal and the Spree River. A new bridge over the Teltow Canal is being built at kilometer marker 23.8, west of the old bridge, which is to carry a factory spur track. The two road bridges at kilometer markers 24.6 and 25.1 and the overpass over the S-Bahn tracks at kilometer marker 25.4 will be widened. (4) In order not to delay operations on the SAR between the Teltow Canal and the Spree River a rail link will be built between the new and the old lines near the canal. (4)

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CLASSIFICATION

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5. The following information on the status of the SAR was obtained on 3 May 1951:

a. Structures:

Work on the structure at Glasower Damm has not been started. The earthwork for the approach road is nearing completion. (5)

b. Roadbed:

Work on the construction of the roadbed is 70 to 80 percent completed, except for the section from Glasower Damm in the direction of Gruenau as far as National Highway No 96, which is only 20 percent completed. (6) Work on the western curve has not yet been started.

c. Miscellaneous:

Three power shovels were seen in operation on the SAR. Old but usable rails and ties adequate for about 2 km of trackage were observed at the Mahlow railroad station.

6. According to bridge experts, it will not be possible to open the SAR on 10 July 1951, as reported by the Soviet Zone press. (1) Work on the bridges in the Glienicke district was started only recently and cannot be completed before another two and a half months. The preparation of the ground for the roadbed near Mahlow from the Interessentenweg as far as National Highway No 96 was 90 percent completed by mid-May. The same applies to the roadbed of the eastern rail link connecting the line to Dresden with the SAR. Work on the construction of the western link has not yet been started. Four excavators were being used near Mahlow in mid-May. The laying of used 8-49 type rails was observed at the Mahlow railroad station. The rails and ties arrived from Stendal. (6) The overpass at Berliner Damm and its approaches, which need surfacing, will probably be completed by late May. As of 3 May, the reinforced concrete bridge was completed except for the roadway. At the railroad overpass over the line to Dresden, it was observed that the superstructure carrying the rails of the Berlin S-Bahn is of a temporary nature only. The bridge section which will carry the long-distance line track is still missing. The long-distance trains operating on the line to Dresden still use the section of the bridge reserved for trains of the Berlin interurban railroad system. Work on the retaining wall is not yet completed. The northern abutment of the bridge over National Highway No 96 was completed in mid-May. The preparation of the ground for the southern approach is also completed.

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Comments.

- (1) The press reports on the scheduled completion of the SAR are nothing but propaganda. The only target date mentioned for the completion of one track was 1 August 1951.

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- (2) This important double-track railroad project was reported previously. [REDACTED] For sketch of line, see Annex 1.
- (3) This statement refers to the line to Michendorf, which joins the Berlin-Wiesenburg-Dessau railroad line.
- (4) For sketches of structures concerned, see Annexes 2 and 3.
- (5) The SAK crosses the Glasower Damm about 1 km northwest of Glasow.
- (6) National Highway No 96 leads from Berlin to Zossen.

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3 Annexes: Three sketches on ditto.

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